

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

# INFORMATION REPORT

CD NO

25X1

INTELLOFAX 14

Obituary (Gazeta Bolshoy Vestnik)

DATE DISTR 21 March 1952

SUBJECT Stalin Aircraft Engine Plant No 19  
at Molotov

NO. OF PAGES 2

PLACE  
ACQUIRED

NO OF ENCLS. 1  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO. 25X1

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THIS IS UNEVALUATED INFORMATION

25X1

1. Aircraft Engine Plant No 19 in Kolotov was called Stalin's Zavod. (1) [redacted] radial engines were built at Plant No 19. From the railroad cars available for the shipment of engines [redacted] estimated that about eight radial engines were built per day in 1946/1947. [redacted] single and double row radial engines and V-shaped 12-cylinder in-line engines [redacted] and at that time from 4 to 12 radial engines left the test stand each day at the beginning of the morning shift. [redacted] however, about 35 aircraft engines were tested in a 24-hour period during the winter of 1948. [redacted] the manufacture of in-line engines was started in 1948. In the fall of 1949 a small number of 12-cylinder in-line engines in V form were produced, but the original production was ten 16-cylinder double row radial engines per day. (2) Large quantities of household goods were also produced. Soviet workers said that the production of the plant would be raised considerably in 1949. It was not known if new engine types were scheduled to be built.
2. The test runs of the engines lasted from 60 and 90 minutes. According to [redacted] the finished engines were shipped to Saratov and Novosibirsk. Plant No 33 was the only supplying plant known. (3)
3. Estimates of the plant's work force vary. [redacted] reported 3,000 to 3,500 working two shifts. [redacted] reported 1,500 assigned to the day shift and 1,000 each to the two night shifts. [redacted] reported a total of 6,000 to 7,000 working three shifts. (4)

☐ Comments.

- (1) See Annex For location and layout sketch of Plant 19. The sketch seems to be correct for the location of the plant. The data on the layout of the installation cannot be verified for lack of comparable information.
- (2) The production in Molotov of double row radial engines is confirmed. ASh-82 and presumably ASh-90 type engines in addition to the ASh-21 single row radial engines are being built at the plant. The production of in-line

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1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

Ex -1 2 JUL 1978

25X1

CONFIDENTIAL-

2

CENTRAL INTELLIGENCE AGENCY

25X1

25X1

engines is reported for the first time, and although this production may appear improbable at this plant, the statement may nevertheless be correct. It was reported that finished engines were sent to Novosibirsk, and it is known that a YAK design fitted with in-line engine was built there. YAK trainers fitted with ASH-21 engines were built at that time in Saratov.

- (3) Plant No 33 where carburetors are manufactured was reported previously as a plant supplying Plant No 19.
- (4) The numbers given for the plant's workforce are believed to be too low since the installation is one of the largest Soviet aircraft engine plants.

\*Molotov (58-00N, 56-15E), Molotov Oblast

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25X1